1151-J

Reception Room

COTTON CHATS

TRADE-MARK REG. U.S. PAT. OFF.

DRAPER CORPORATION

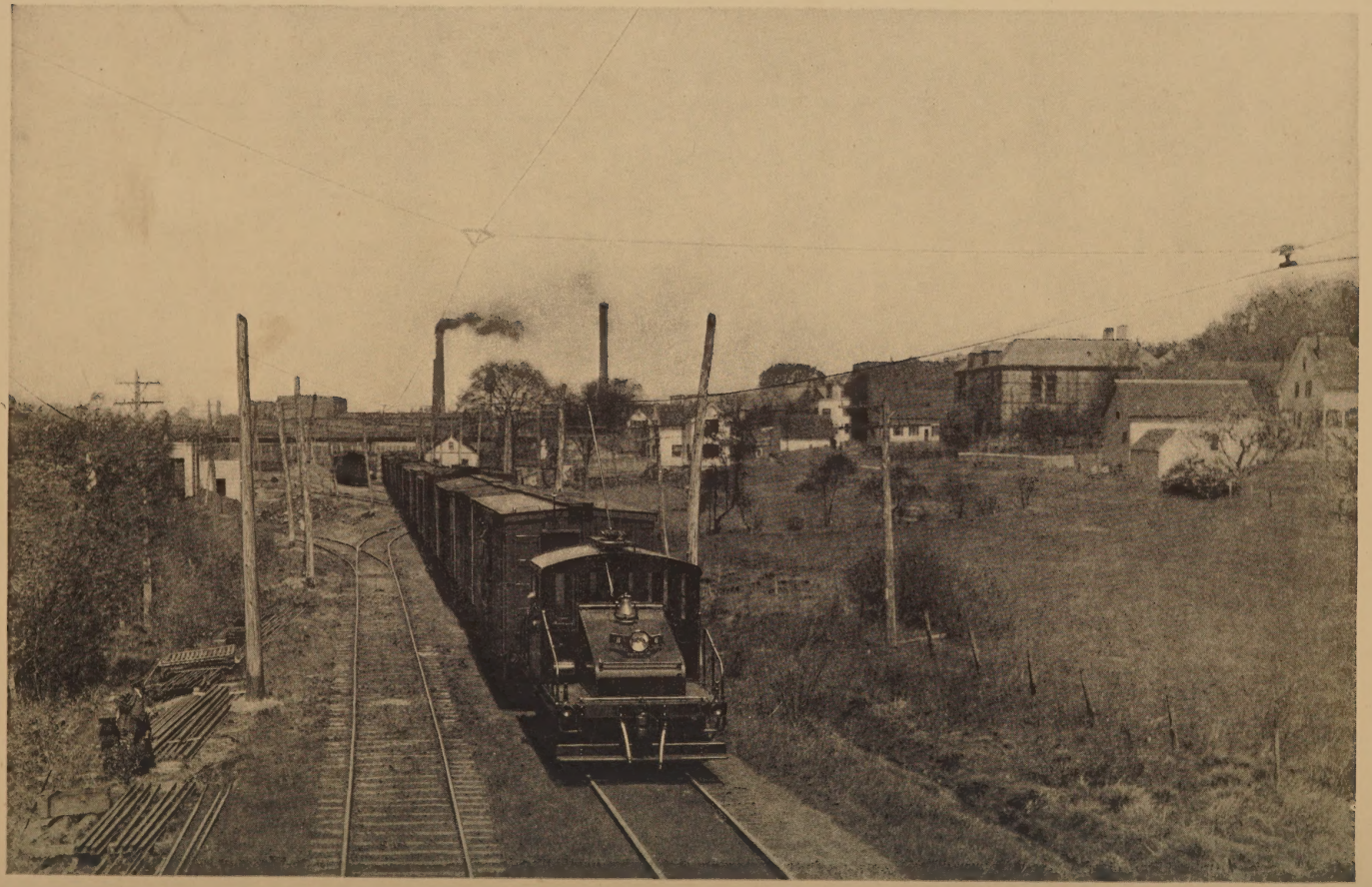
HOPEDALE MASS.

NO. 194. DECEMBER 1918.

NOW THAT PRIORITY SHIPMENTS ARE THINGS OF THE PAST

we are at liberty to show a train-load of Northrop Looms released a few months ago by the authorities for shipment to a large number of customers weaving war essentials.

We shipped on this occasion a solid train of 56 cars containing 857 Northrop Looms, with sundry supplies to be used with them. This is our record shipment for one day and of course was only made possible by the fact that the looms, which were all promised on "priority orders," had been finished for several weeks, but we had been unable to ship them on account of the priorities regulations. All forms of apologies had been sent these long-suffering customers and it was a great relief to all concerned when this train-load was allowed to proceed.



Our illustrations also call attention to the important developments in railroad engineering brought about by electrical transmission of power.

The Grafton and Upton Railroad, on which our plant is located, connects with the New Haven system at Milford on the South, and with the New York Central system at North Grafton on the North.

For many years freight trains on the Grafton and Upton Railroad have been moved by steam locomotives, making night runs between North Grafton and Milford at which points connections are made with other roads.

During the past year the road has been equipped with overhead trolley wires and a power converting station has been installed in the Draper Corporation's power plant. Two thirty-ton electric locomotives have been ordered from the General Electric Company and the steam engines will soon be retired from service.

The two electric locomotives weigh somewhat less than one of the steam engines, two of which were essential to insure having one always ready for service. They can also be operated together as a single unit and will thus be able to haul loads greater than those handled by the old steam locomotives. For light loads and switching, and in case of repairs, either electric unit can be operated independently.

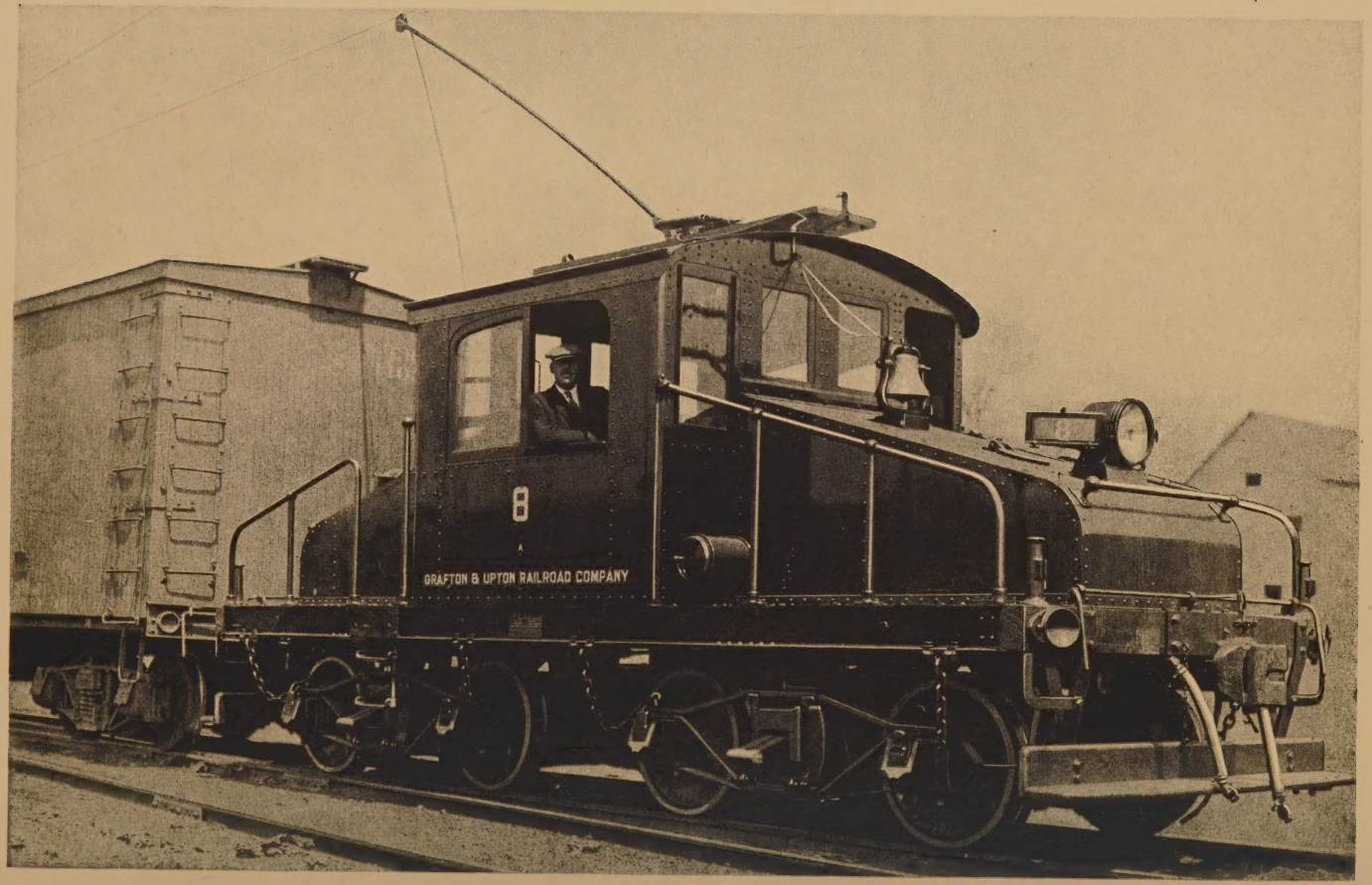
The elimination of the noise, smoke and cinder nuisances benefits property owners and residents adjacent to the railroad tracks all along the line. The possibility of fires near the right-of-way, due to live cinders, is also entirely removed.

OUR 1919 CALENDARS

were mailed early in the month with view of reaching their destinations prior to the rush of the holiday mails.

Memorandum book inserts for 1919 were mailed under full letter postage with request to be returned by local postmaster if not delivered.

Our mailing lists are intended to include cotton mill officials and overseers of such departments as use our products. Parties desiring our monthly COTTON CHATS and other printed matter are requested to notify us of changes in address or official position.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GRAFTON & UPTON RAILROAD COMPANY

IN CLOSING THE YEAR

we again present the words of our National Hymn which breathe the spirit of Loyalty and Patriotism with which all are filled at the present time.

AMERICA

My country! tis of thee,
Sweet land of liberty,
  Of thee I sing;
Land where my fathers died!
Land of the pilgrim's pride!
From every mountain side
  Let freedom ring!

My native country, thee—
Land of the noble, free—
  Thy name I love;
I love thy rocks and rills,
Thy woods and templed hills;
My heart with rapture thrills
  Like that above.

Let music swell the breeze,
And ring from all the trees
  Sweet freedom's song;
Let mortal tongues awake;
Let all that breathe partake;
Let rocks their silence break,
  The sound prolong.

Our fathers' God! to thee
Author of liberty,
  To Thee we sing;
Long may our land be bright
With freedom's holy light;
Protect us by thy might,
  Great God our King!

Our Mill Pond on a Hot August Afternoon